

BRENTWOOD CONSERVATION COMMISSION
MEETING MINUTES, DECEMBER 18, 2013

The meeting was called to order at 7:03 PM, at the Town Office. Present were Chairman Rob Wofchuck and members Doug Cowie and Emily Schmalzer. Alternate Jeff Donald was also present; voting rights were extended to him unanimously.

The previous meeting's minutes were accepted unanimously.

GUESTS: Chris Albert from Jones and Beach came back to us with another issue on the 67 Route 27 building site. The fire department has requested an access road to the new building that will be 20 feet wide, with a turn around space. The 10-foot road currently planned would have skirted the wetland buffer setbacks for the most part. The new plan will impact more wetland buffers than originally shown. The compromise suggested by the committee included that 1) the parking lot and turn around area be capped with a pervious surface; 2) the run-off from the building's roof be managed using low impact devices to treat for water quality and maximize infiltration (e.g. rain gardens); and 3) the areas along the existing woods road where the width exceeds 20' be restored and replanted. We voted to support the application provided that these provisions are carried out. Mr. Albert indicated the current plans for pavement of the parking lot and turn-around consist of gravel which is technically impervious. An option for pervious area might include pea-sized gravel stones in some kind of framework. It is strong enough for the fire trucks and is technically pervious.

Our second visitor was Tracy L. Tarr, an environmental specialist from GZA GeoEnvironmental. Public Service of New Hampshire is planning to increase the load on the power lines that run through Brentwood from Stratham to Chester. The increased heat is expected to cause the lines to sag dangerously close to the ground. Thus, either the poles must be raised or the ground lowered. Happily, the latter is not proposed for our town. There are several poles to be replaced, however. This involves carefully planning the access roads to allow the necessary heavy machinery into the sites. The line goes through a lot of wetland, a little bit of it prime. Protection will consist of mats to spread out the impact of the vehicles, and of course the diverting of the roadway to stay as much

as possible on dry land. Existing pathways will be used as much as possible. The poles will be wood not metal. Ms. Tarr very patiently allowed us to ask questions and guided us through the detailed mapping. The project is planned for next fall. We were happy with her presentation and accepting of the project.

FINANCES: The committee approved unanimously the following items:
a) \$67.75 to Heather Dudley-Tatman, for expenses for the fall clean-up barbeque;
b) \$3,080 to Southeast Land Trust of New Hampshire monitoring the conservation easements which will come out of the Conservation Fund and was approved at a public hearing at the October 9, 2013 meeting;
c) and \$2,600 to the Southeast Land Trust for negotiating the Algren and Pilgrim UCC easements.

PROJECTS: Our proposal for the Green Infrastructure Project was accepted, for \$19,000. Rob will review municipal sites for improved storm water management, and the town highway department will install the systems.

There is also an RFP for a Climate Change Grant in the Exeter-Squamscott and Lamprey watersheds to help communities evaluate the risks and provide education and outreach. The commission was happy to have Rob apply for this. He will confer with the planning board.

OTHER: Jeff Donald attended the annual State Association of Conservation Commissions. The NH Land Trust is taking interest in conserving working farms, in particular keeping the price low enough so that real (i.e., commercial growers) can afford to buy the land. Someone also remarked that SELT is also moving into preserving working farmlands.

The meeting was adjourned at 8:35. We will reconvene at a date to be determined.

Respectfully submitted,

Emily Schmalzer